

FID 122

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CLASSIFICATION SECRET

COUNTRY East Germany

SECURITY INFORMATION

REPORT NO. [REDACTED]

TOPIC Neuruppin Airfield

25X1X
EVALUATION [REDACTED]

PLACE OBTAINED [REDACTED]

25X1C

DATE OF CONTENT 1 to 30 June 1953

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DATE OBTAINED [REDACTED]

DATE PREPARED 6 August 1953

REFERENCES

PAGES 2 ENCLOSURES (NO. & TYPE)

REMARKS

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- ☐ 1. The following air activity and aircraft were observed at Neuruppin airfield between 1 and 15 June 1953:

1 June. Twenty-one MiG-15s and U-MiG-15s were parked in the southern section of the landing field.

5 June. Between 6 and 8 p.m., formations of 4 MiG-15s practiced diving west of the field, from an altitude of about 8,000 meters to 3,000 meters. Night flights were made between 8:30 p.m. and 11 p.m.

12 June. Individual flights were made by swept-back jet fighters at about 3 p.m. Night flying was practiced between 9 p.m. and 0:30 a.m.

15 June. Four MiG-15s took off after noon and remained aloft until 12:50 p.m. A twin-engine plane took off at about 12:30 p.m. Most of the soldiers observed at the field wore blue epaulets with air force insignia. There were also about 100 men with red-bordered black epaulets with artillery insignia. ¹

2. On 15 June, 46 boxcars, 6 kitchen cars and 2 boxcars with ration supplies were observed on the spur track at the field. Furthermore, individual shipments accompanied by 25 to 30 air force soldiers each arrived at the field from various directions. ²

3. On 1 June, no air activity was observed at the field. Between 8 a.m. and 11 a.m. on 2 June, there was local flying by individual Po-2s while the sky was 5/10 overcast. At 11 a.m., a single-engine plane circled over the town. After 6 p.m. on 5 June, some take-offs were made by MiG-15s. On 7 June, source observed from Wittstocker Allee that 17 MiG-15 and U-MiG-15 planes, including 4 of the alert flight, and 1 single-engine plane were stationed at the field. Between 8 a.m. and 4 p.m. on 10 June, there was intensive flying by MiG-15s. ¹

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4. The following air activity was observed at the field between 22 and 26 June:

22 June. At 9:30 a.m., a twin-engine plane landed at the field. After 10 a.m., high-altitude flights were made by MiG-15s

There was a 6/10 overcast and good visibility. After 3 p.m., a single-engine plane was aloft for target representation. In the afternoon, 16 parachutists jumped from a twin-engine plane over the Bechlin landing field. A total of 24 MiG-15 and U-MiG-15 planes, 3 single-engine aircraft and 2 biplanes were counted.

22 June. Air activity started at 6 a.m. and the sky was 4/10 overcast. Swept-back jet fighters made steep banked turns at an altitude of 3,000 to 4,000 meters in the morning. In the afternoon the fighters practiced flying in elements of twos and aerobatics. Three biplanes practiced spot landings.

24 June. In the morning, there was a 2/10 overcast. Two single-engine planes made instrument approaches at beacons. In the afternoon, there was no air activity because of thunderstorms.

25 and 26 June. No air activity was observed. ¹

5. On 25 June, 6 four-barreled AA guns estimated to be 20-mm were observed at the field. AT guns and AA guns of 70 to 80 mm, were parked in revetments. The radar set west of the officers club apparently was a SCR-602 Kniferest-type set.³

6. About noon on 30 June, three MiG-15s made dives over Neuruppin from an altitude of about 5,000 meters.

1. Comment. Neuruppin airfield is probably still occupied by a fighter regiment.

2. Comment. The type and origin of the shipments are not known. Possibly, small troop shipments from various posts were assembled for a regular troop train in Neuruppin.

3. Comment. The arrival of an AA unit was reported previously. See Comment. Fighter airfields were previously protected only by light AA guns. AA protection was possibly increased by the employment of army AA units stationed in Neuruppin and could be in connection with the alert status due to the disturbances in Berlin.

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